

INTIMATIONS
A.S. WATSON & CO., LIMITED.
BY APPOINTMENT.
WINES & SPIRITS.

WE list of call attention to our PRICES as below -
As these are all selected and bought first hand by our London House we are able to supply the best quality at Moderate Prices.

PORT.
(For Invalids and General Use.)

	Per Case	Per Bottle
1. VINTAGE, superior quality, Red Cap.	\$14.00	\$1.20
2. FINE OLD VINTAGE, superior quality, Black Cap.	16.20	1.35
3. VINTAGE, superior quality, Black Cap.	20.40	1.70

SHERRY.

	Per Case	Per Bottle
1. SUPERIOR PATR DUT, fine, Red Cap.	\$10.80	\$0.90
2. MANANILLA, FINE, Red Cap.	12.00	1.00
3. SUPERIOR PATR DUT, fine, Red Cap.	12.00	1.00
4. VINTAGE, superior quality, Red Cap.	14.40	1.20
5. EXTRA SUPERIOR PATR DUT, fine, Red Cap.	20.40	1.70

CLARET.

	Per Case	Per Bottle
1. ST. ESTEPHANE, Red Cap.	\$6.80	\$0.56
2. ST. JULIEN, Red Cap.	8.00	0.67
3. D. LA ROSE, Red Cap.	12.90	1.07
4. SAINT POU, Red Cap.	7.20	0.60
5. C. LA ROSE, Red Cap.	9.30	0.77
6. C. LA ROSE, Red Cap.	12.20	1.01
7. C. LA ROSE, Red Cap.	13.80	1.15
8. C. LA ROSE, Red Cap.	21.00	1.75

BRANDY.

	Per Case	Per Bottle
1. A. HENRI'S OLD, Red Cap.	\$18.00	\$1.50
2. SUPERIOR VINTAGE, Red Cap.	21.00	1.75
3. C. VINTAGE, Red Cap.	24.00	2.00
4. D. VINTAGE, Red Cap.	30.00	2.50
5. E. VINTAGE, Red Cap.	48.00	4.00

WHISKY.

	Per Case	Per Bottle
1. TROSBY'S BLEND, White Cap.	\$10.80	\$0.90
2. WATSON'S GLENROSE, White Cap.	10.80	0.90
3. WATSON'S GLENROSE, White Cap.	12.00	1.00
4. WATSON'S GLENROSE, White Cap.	14.40	1.20
5. WATSON'S GLENROSE, White Cap.	15.00	1.25

IRISH.

	Per Case	Per Bottle
1. JOE JAMESON'S OLD, Red Cap.	\$12.00	\$1.00
2. JOE JAMESON'S OLD, Red Cap.	15.00	1.25
3. JOE JAMESON'S OLD, Red Cap.	18.00	1.50
4. JOE JAMESON'S OLD, Red Cap.	20.40	1.70

AMERICAN.

	Per Case	Per Bottle
1. FINE OLD, Red Cap.	\$12.00	\$1.00
2. FINE OLD, Red Cap.	15.00	1.25
3. FINE OLD, Red Cap.	18.00	1.50
4. FINE OLD, Red Cap.	20.40	1.70

LIQUEURS.

	Per Case	Per Bottle
1. Bénédictine, Blackberry Brandy.	\$12.00	\$1.00
2. Benedictine, Blackberry Brandy.	15.00	1.25
3. Benedictine, Blackberry Brandy.	18.00	1.50
4. Benedictine, Blackberry Brandy.	20.40	1.70

AERATED WATERS.
A.S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 11th August, 1897.

INTIMATIONS
BROWN, JONES & CO.
AMERICAN AND INDIAN MEDICAL
AND HONGKONG, GRANITE.
CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. (2857)

NOTICE TO CORRESPONDENTS
Our communications should be addressed to THE EDITOR, at the office of the Press, at the above address. All letters for publication should be written on one side of the paper only.

The Daily Press.
HONGKONG, AUGUST 25th, 1897.

THE papers laid on the table of the Legislative Council on Thursday with respect to certain official salaries are chiefly interesting on account of Lord Ripon's despatch suggesting the holding of periodical inquiries into the public expenditure of the Crown colonies, the committee conducting such inquiries to consist mainly of unofficials.

The interest in the salaries question will come when the report of the Committee appointed to consider certain applications of later date and of greater importance than those referred to in the correspondence just published is presented. That report, we believe, has been completed, but may possibly have to be sent to the Colonial Office before being published locally. Speaking generally, we should say the present is an inopportune time to enter upon any readjustment of salaries. The recent heavy drop in exchange will severely affect the colony in its sterling payments, which last year absorbed nearly one-fifth of the total revenue and will this year absorb much more. In the year 1891 there was a general increase of 35 per cent. in the salaries of officials with an English domicile and of 20 per cent. in those of officials having a local domicile, on account of the increased cost of living, which has been brought about in part by the full in exchange, and some time later the former class of officers were granted exchange compensation.

In comparison with other classes of the community, therefore, the officials have fared moderately well. Some days ago a correspondent suggested that we should advocate the granting of exchange compensation to the subordinate members of the service, in other words, to the locally domiciled officials. While this class no doubt suffers in common with every other class of the community from the increased cost of clothing and imported provisions we do not think it could establish a claim to exchange compensation, which is granted only to officers who are assumed to have sterling payments to make part of their necessary current expenditure, as, for instance, for the education of their children in England. For those officials whose expenditure is confined to the colony itself the loss by exchange, though appreciable, is not so great as to constitute any very grave hardship, having regard to the increase of twenty per cent. in their salaries that they received six years ago. If exchange continues to decline no doubt some readjustment of official as well as other salaries will become necessary, but in view of the extreme uncertainty hanging over the future of the colony's currency it would be better for both parties to wait for greater stability before bringing into force any new scale of pay. Whatever may be the decision on this point, however, the fact that periodical inquiries are to be held regarding the public expenditure will give general satisfaction, as it will afford some security to the public against the needless multiplication of offices and against extravagance in the administration generally.

Is the year 1897 Hongkong contracted a gold loan of £200,000, which realized £1,268,168. In 1893 another gold loan of £200,000 was contracted, which realized £1,336,000. Altogether the colony has borrowed £2,739,168, and after paying back £69,000, say £2,670,168, it owes at the present time about \$3,800,000. The case is something like that of the Dock Company and its Admiralty loan: the Company goes on steadily paying off the loan year by year according to agreement, but year by year the amount it owes continues to increase, and according to the statement of the Chairman of the Company at the meeting the other day the Government declines to receive payment at once of the whole some due instalment and thus allows the Company to clear itself of further loss. It would, however, probably be good policy on the part of the Company to turn part of its reserve fund into sterling and invest it in London in terms which would allow of the payment of the instalments of the Admiralty loan as they became due. By this means, although the interest received would be small, the continuity recurring loss on the loan would be eliminated from the accounts. It would be a good thing for the colony if it could carry through a similar operation, raising a silver loan locally to pay off its sterling debt due. The present loan has a currency of fifty years, and the stockholders would naturally be unwilling to accept payment before the due date, but the amount of a new loan might be invested in sterling securities yielding interest sufficient to keep up the sinking fund on the present loan. That would be rather a large undertaking, from which the Government might possibly shrink even if it had a free hand in the matter, which, however, it has not, for it may be taken for granted that the Colonial Office would not sanction anything of the kind. If there are any loans to be raised, it is to be hoped that the business will go to London, no matter at what cost to the colony. When the loan was raised, although no one imagined that exchange was going to descend to its

TRANSIT PASS TRADE IN KWANG-TUNG AND KWANGSI AND THE OPENING OF THE WEST RIVER.

BY THE FRONTIER TRADER.

As some misunderstanding seems to exist in the minds of the public in regard to the transit pass trade, and the consequent opening of the West River, I think it right, in justice to myself, to place on record the actual facts of my experience in connection with the matter, and the disquieting impression that the Hongkong General Chamber of Commerce over it; and while I have no hesitation in saying that I have no personal interest in the matter, I feel that the time has arrived for something to be done and the truth to be published to the world.

The P. M. steamer *China*, with mail, left Singapore for this port on the 24th inst. The P. M. steamer *Hertha*, on the 24th inst. left Singapore for this port on the 24th inst. The P. M. steamer *China*, with mail, left Singapore for this port on the 24th inst. The P. M. steamer *Hertha*, on the 24th inst. left Singapore for this port on the 24th inst.

We have received from the Canadian Pacific Railway Co. a copy of a letter to the effect that the Company's line should be constructed to the Pacific, and no passenger holiday ground could be found. The Canadian Pacific Railway will be constructed to the Pacific, and no passenger holiday ground could be found. The Canadian Pacific Railway will be constructed to the Pacific, and no passenger holiday ground could be found.

Mr. A. G. Atkins, of the Hongkong and Shanghai Banking Corporation, has very much to say in the matter of the transit pass trade. He has been very much to say in the matter of the transit pass trade. He has been very much to say in the matter of the transit pass trade. He has been very much to say in the matter of the transit pass trade.

REUTER'S TELEGRAMS.
[SUPPLIED TO THE "DAILY PRESS"]
LONDON, 25th August.
THE NORTH WEST FRONTIER.
The Afridis have captured and burnt the fort at Masjudi.

THE TRANSVAAL.
President Kruger, speaking in the Volksraad, declared that the British Government had ceased to exist, but that the Transvaal was desirous of upholding the London Convention if its entirety, preserving friendly relations with Great Britain and the whole world.

THE PEACE NEGOTIATIONS.
Germany has declined to join in approaching the Attorney General regarding the Intendancy until the preliminary peace negotiations between France and Russia are disposed of. The Intendancy is a subject which is being discussed in the Reichstag.

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100-443887-100

SECRET

100-443887-100

NOTICE TO CONSIGNEES
NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES
FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ AND SHANGHAI.
THE above Steamers having arrived, Consignees of Goods are hereby notified that the Goods will be landed at the Consignee's risk and expense.
WODWELL, CARROLL & CO.,
Agents.
Hongkong, 21st August, 1897. [9]

NOTICE TO CONSIGNEES
FROM ANTWERP AND HAMBURG.
THE Company's Steamship
"MARIA RICKMERS"
having arrived from the above ports, Consignees of Goods are hereby notified that the Goods will be landed at the Consignee's risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 7th September, or they will not be received.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th September, at 3 p.m.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th September will be subject to risk.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon on Monday.
Bills of Lading will be countersigned by
ARNOLD, KARBURG & CO.,
Agents.
Hongkong, 24th August, 1897. [196]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamers
"TAXON"
are hereby notified that the Goods are being discharged into Craft, and/or landed at the Godowns of the Underwriter, in each case it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.
Goods undelivered after the 31st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 3rd September.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1897. [191]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamers
"DARDANUS"
are hereby notified that the Goods are being discharged into Craft, and/or landed at the Godowns of the Underwriter, in each case it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.
Goods undelivered after the 4th Sept. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 3rd September.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1897. [196]

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
SS. "PRINZ HEINRICH."
THE above-named steamer having arrived, Consignees of Goods are hereby notified that the Goods will be landed at the Consignee's risk and expense.
Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st August will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 2nd Sept., and on Friday, the 7th Sept., at 9.30 a.m.
All Claims must reach us before the 8th September, or they will not be received.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & CO.,
Agents.
Hongkong, 28th August, 1897. [7]

VESSLS ON THE BERTH
OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"DETACATION,"
Captain Branch, will be despatched TO-DAY, the 28th inst., at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th August, 1897. [186]

FOR SINGAPORE, HAYRE, AND, HAMBURG.
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Hongkong, 20th August, 1897. [186]

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VESSLS ON THE BERTH
NIPPON YUSEN KAISHA
JAPAN-BOMBAY LINE
MONTHLY SERVICE
(Under Mail Contract.)
FOR SINGAPORE, COLOMBO, AND BOMBAY.
THE Company's Steamship
"HIROSHIMA MARU,"
Captain N. Ono, will be despatched for the above ports on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 21st August, 1897. [197]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTES FRANCAIS.
NOTICE
SAIGON, SUMATRA, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEE AND BLACK SEA.
LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.
ON WEDNESDAY, the 1st September, at Noon, the Company's Steamship "SALAZAR," Captain Paul, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels will be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th August, 1897. [2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Doris (via Shanghai), THURSDAY, Sept. 2, 1897, at Noon.
Nagasaki, Kobe, Yokohama, and Honolulu, 2, 1897, at Noon.
Kobe (via Shanghai), THURSDAY, Sept. 21, 1897, at Noon.
Nagasaki, Kobe, Yokohama, and Honolulu, 21, 1897, at Noon.
Corbic (via Shanghai), SATURDAY, Oct. 9, 1897, at Noon.
Nagasaki, Kobe, Yokohama, and Honolulu, 9, 1897, at Noon.
THE Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, HONOLULU, on THURSDAY, the 2nd September, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCELS, PACKAGES should be marked to address in full, and must be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN Agent.
Hongkong, 16th August, 1897. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with the Company's Mail Steamers to ADEN, SUZUK, PORT SAID, MENDEL, NAPLES, LEBRON, GENOA, MANTOVA, TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE, and SOUTH AMERICAN PORTS up to CALGEO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"LETIMBO,"
Captain Belsito, will be despatched as above on WEDNESDAY, the 1st September, at Noon, at Bombay the Steamers are discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CALLEWITZ & CO.,
Agents.
Hongkong, 21st August, 1897. [6]

NIPPON YUSEN KAISHA
JAPAN-EUROPE LINE
MONTHLY SERVICE
FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, AND PORT SAID.
THE Company's Steamship
"TOSU MARU,"
Captain C. Hillier, will be despatched as above on TUESDAY, the 7th September, at 4 p.m.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 22nd August, 1897. [192]

FOR NEW YORK
THE 100 A.L. American Ship
"LANDSEER,"
Captain Stahl, will leave for the above port and will have quick despatch.
For Freight, apply to
MILNEN & CO.,
Agents.
Hongkong, 21st August, 1897. [145]

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VESSELS ADVERTISED AS LOADING.				
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.
LONDON.	Ceylon.	Brit. str.	Pearce.	P. & O. S. N. Co.
LONDON.	Shanghai.	Brit. str.	Bishop.	P. & O. S. N. Co.
LONDON, &c.	Shanghai.	Brit. str.	Shiao.	P. & O. S. N. Co.
LONDON VIA SUZUK CANAL.	Prometheus.	Brit. str.	Day.	Bathurst & Co.
LONDON VIA SUZUK CANAL.	Nesher.	Brit. str.	Asquith.	Bathurst & Co.
LONDON VIA STRAITS, &c.	Moyana.	Brit. str.	Kamp.	Hollid & Co.
REEMEN VIA PORTS OF CALL.	Yona Maru.	Brit. str.	Cuppern.	Hollid & Co.
MARSEILLES, LONDON, &c.	Nesher.	Jap. str.	Shiao.	Hollid & Co.
MARSEILLES & LONDON.	Nesher.	Brit. str.	Dunlop.	Hollid & Co.
MARSEILLES VIA SINGAPORE, &c.	Salama.	Brit. str.	Paul.	Messageries Maritimes.
VANCOUVER, V. SHANGHAI, &c.	Empress of India.	Brit. str.	Marchal, R.N.M.	Messageries Maritimes.
TACOMA, &c.	Nesher.	Brit. str.	Pantoni, R.N.M.	Messageries Maritimes.
SEATTLE, WINGTOM, V. KOBÉ, &c.	Doris.	Brit. str.	Soliman.	Messageries Maritimes.
SAN FRANCISCO VIA SHANGHAI, &c.	Yona Maru.	Brit. str.	Hollid.	Hollid & Co.
SAN FRANCISCO VIA S'HAL, &c.	China.	Amor. str.	Wilde.	Amor. ship.
BALTIMORE.	Heartbank.	Brit. str.	McKeehan.	Amor. ship.
NEW YORK VIA SUZUK CANAL.	Iman Road.	Amor. ship.	Wilde.	Amor. ship.
NEW YORK VIA SUZUK CANAL.	Korova.	Brit. str.	Thomson.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Rensselaer.	Brit. str.	Thomson.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Lamox.	Brit. str.	Thomson.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Landsort.	Amor. ship.	Stahl.	Amor. ship.
NEW YORK VIA SUZUK CANAL.	Lucy A. Nichols.	Amor. bk.	Dow.	Amor. bk.
NEW YORK VIA SUZUK CANAL.	Jay, Rohle.	Amor. ship.	Nichols.	Amor. ship.
NEW YORK VIA SUZUK CANAL.	Irons.	Jap. str.	Schneider.	Jap. str.
NEW YORK VIA SUZUK CANAL.	Hiroshima Maru.	Jap. str.	Oso.	Jap. str.
NEW YORK VIA SUZUK CANAL.	Intimbro.	Ita. str.	Delaito.	Ita. str.
NEW YORK VIA SUZUK CANAL.	Katsang.	Brit. str.	Fajne.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Yona Maru.	Brit. str.	Nichols.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Saunstra.	Brit. str.	Cowie, R.N.M.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Vorona.	Brit. str.	Toguna, R.N.M.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Sagami Maru.	Jap. str.	Hasswell.	Jap. str.
NEW YORK VIA SUZUK CANAL.	Yama.	Fren. str.	Le Compteur.	Fren. str.
NEW YORK VIA SUZUK CANAL.	Yama.	Brit. str.	Yama.	Brit. str.
NEW YORK VIA SUZUK CANAL.	Furness.	Brit. str.	Robson.	Brit. str.